

May 11, 2011

Seattle Pedestrian Advisory Board

Present: Christina Bollo, Kristen Lohse, Jon Morgan, Betty Ahrens, Seth Schromen-Wawrin, Greg Brey, Mark Landreaneau, Mike Cechvala, Devor Barton, Katherine MacKinnon, Jen Calleja, Jacob Struiksma

SDOT staff liaison: Brian Dougherty

Public: Jim Macintosh, Victor Stover

Public Comment: none

Individual Reports

Christina: Kristen and Christina have been attending three board meetings with the chairs and vice chairs of Freight and Bike.

Jon: Jon has drafted the op-ed supporting rechannelization. He has also convinced SDOT Signals to coordinate a leading ped signal with the bus queue jump signal.

Seth: Seth is attending a training for bike and ped advocates June 3-5. He will be able to focus on a specific pedestrian campaign and asked the Board for ideas.

Kristen: Kristen brought the Bridging the Gap annual report and the Fairview and Fairview plans.

Mike: No report this month.

Devor: Devor is the Bicycle Board liaison. Ballard Bridge repainting will be closures for peds and bikes. Update on trail progress, Mountains to Sound from Jose Rizal to Holgate construction starts this summer.

Mark: No report this month.

85th Paving Project: Jessica Murphy, SDOT

Greenwood and 85th is the single largest Bridging the Gap funded paving project.
85th from Interstate 5 to 15th Avenue NW, Greenwood from 85th to 73rd

Goal is to improve the paving and also add curb ramps. Some sidewalk work between Aurora and Wallingford. Concrete curb and 6' of sidewalk on north side of street. 85th between 3rd and 6th has no sidewalks and they will be added. Not changing horizontal alignment. Concrete in the

curb lanes for the length, plus several intersections will be entirely concrete.

This presentation is primarily about construction impacts.

Five phase project. Detours will be one phase at a time, but some construction will overlap. Detours will not begin until January 2012.

Seth asks how much traffic: Jessica reports around 30,000 per day.

80th is the only arterial in the area for detour routes. SDOT is worried about neighborhood cut through traffic. They are looking at ways to slow down neighborhood traffic, perhaps by adding parking.

The most sidewalk closures will occur at the intersection of 85th and Greenwood.

Jon asks: What's the total budget? Jessica answers 12 million.

Jacob requests that the bus be on 80th the entire length. In general he believes that buses should not be on streets under construction.

Jacob requests that construction signs be handled more carefully on open sidewalks.

Mike reminds people that he works for Metro during the day. He notes that there will be a several bus stops that will be closed before construction and not reopen. Only the 48 and 355 run on 85th.

Kristen notes that the bus stops at 85th and Aurora are horrible. Jacob agrees. Jessica replies that that area is very constrained for space.

Kristen notes that the changes come too fast for email updates. She requests that more information be posted more clearly. Seth asks if signage could be posted very high, to not be in the walk zone.

Mark notes that schedule problems with the 48 will have ramifications all the way down to Rainier.

Mike asks about new crosswalks or curb bulbs. Jessica replies that curb bulbs had been planned in coordination with stormwater, but these features had problems and have been eliminated. In terms of new marked crosswalks, one might happen at NW 11th or 13th. Christina requests that the contractor use blue tape to mark the accessible route during construction. Jessica replies that that product is not in the manual and requests that the SPAB write a letter to SDOT to include it.

Jim asks about textured sidewalks. Jessica replies that there may be some grant money for the

treatment.

Bands of Green: Becca Aue, Seattle Parks

Tonight's presentation is an update on the plan and a request for feedback from the Board.

Bands of Green looked at policy and project progress since 2006. Neighborhood groups are becoming more interested in continuing Bands of Green.

Issues and Opportunities:

Boulevards, trails, neighborhood greenways (residential streets that prioritize bicycles, pedestrians and discourage cars)

The Parks Foundation can be the fiscal sponsor for neighborhood groups to help them get grants.

Bands of Green will help fill in the gaps in the regional trail network: in particular the Duwamish.

Becca asks for feedback on pedestrian projects.

Jacob asks about the Linden part of the Interurban Trail and requests that the Parks Foundation become involved.

Seth notes that we have lovely "strings of pearls" parks that aren't connected. He suggests that signs connect the parks. He also notes that this is being done in Columbia City as a "safe routes to parks" program.

Kristen praises the short connections that Bands of Green is focusing on.

Mike asks about the Magnolia Interbay path. Becca notes this is a port property. Parks Foundation is talking to the Port about an agreement.

Jeniffer asks about working with the Seattle Housing Authority. She mentions the Longfellow Creek Trail and the West Graham staircase. There is a vacant lot at the top of the stairs owned by SHA that could have exercise equipment and signage.

Meeting was adjourned at 8:00pm

Next meeting June 8th

